

Document No. 09NO CHANGE in Class. ☐☐ DECLASSIFIED

Class. CHANGED TO: TS S (C)

DDA Memo, 4 Apr 77

Auth: DDA REG. 77/1783

Date: 28/03/78

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CENTRAL INTELLIGENCE GROUP  
INTELLIGENCE REPORT

COUNTRY USSR/Germany (Russian Zone)

DATE:

SUBJECT Berliner Maschinenbau AG

DIST. 12 November 1946

PAGES 2

SUPPLEMENT

ORIGIN

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1. The locomotive works Schwartzkopff, Wildau, now Berliner Maschinenbau AG, has been completely dismantled and the crated machinery is ready for removal. It is being transferred to two places in Russia; the greater part of the plant is going to the locomotive works of Kolonna; the remainder of the machines, as well as the gas plant and the boiler-house plants, to the locomotive works of Voroshilovgrad in the Don region.
2. The Voroshilovgrad works were the largest locomotive factory in Russia. It is here that the heaviest freight train locomotive FD was built according to the American pattern. Before the arrival of the German troops in 1942, these works had been evacuated, partly to Kolonna but the greater part to a place on the upper Volga, according to the testimony of several of the Russian workmen left behind. The Voroshilovgrad factory had the largest steel foundry in the world (500 x 75 m.). It is here that turrets for the T-34 tank and the Stalin tank were made.
3. Before the arrival of the German troops, all the ovens and cranes had been blasted and they were not repaired by the Germans. However, it can safely be assumed that the foundry already is, or very soon can be, again in operation. Kolonna, which was the second largest factory in Russia for locomotives, has, in the meantime, become the largest. The cranes from the Schwartzkopff factory are being removed to Kolonna; from this fact, it is apparent that the factory at Kolonna is still being enlarged.
4. The electricity works (power station) Wildau, which is independent and does not belong to the Schwartzkopff works, is being removed to the power plant of the chemical combine in Stalinogorsk, in the Don region.
5. On 27 May 1946, the following freight trains passing through Berlin-Lichtenberg were observed:

One train with plant for a power station, to the power station at Tsherepec, Station Tsherepec (on the line from Moscow to Jaroslaw).

One train with heavy machine tools, to Setun near Moscow.

One train with electric locomotives, to Tsheljabinsk.

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One train with machinery for electrical industry, to Sverdlovsk (IERP).  
One train with machinery for heavy metal industry, to Magnitogorsk.  
One train with large containers, boiler plant for chemical industry, to Kuibyshev.  
One train with machinery for large forges, to Sverdlovsk.  
One train with machine tools, to Pavlodar Omsk region.  
One train with plant for chemical industry, to Shostka.  
One train with machine tools for heavy industry, to Katajevsk.  
One train with machine tools for metal industry, to Perm.  
One train with machine tools, to Kaminogorsk.  
One train with light machine tools and boiler plant, to Kirov (the former Viatka).

6. The Russians have proposed to the Schwartzkopff locomotive factory's management that the factory be partly re-equipped with a plant that may be brought from the west and that a Russo-German company be founded on the same lines as in the case of the Knorr-Bremse factory (51% Russian and 49% German capital). The management of the Schwartzkopff plant stated that it was not interested. It distrusts the Russians and thinks that as soon as the factory is re-equipped it may be dismantled again.

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